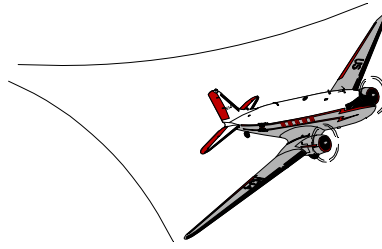


SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service
Washington, DC



U.S. Department
of Transportation

**Federal Aviation
Administration**

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We post SAIBs on the internet at "av-info.faa.gov"

This is information only. Recommendations are not mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) provides information to you, owners and operators of **Bell Helicopter Textron 212 and 412 helicopters with P&W PT6T-3, -3B, -3BE, -3D, and -3DF model engines**, that have incorporated Shadin Company, Inc. **STC SE1123GL and/or SH1122GL modifications**.

Background

There have been four (4) field service reports of fuel line chafing in the aircraft engine compartment on Bell Helicopter 212 and 412 helicopters that have incorporated a Shadin Company, Inc., fuel flow indicating system under a Supplemental Type Certificate (STC) approval or other FAA Approved certification processes. This may have occurred as a result of improper installation of the flowmeter system. In two of these cases, the fuel line chafing led to fuel leakage in the engine compartment discovered during routine maintenance. The STCs modify the engine high-pressure (850 psi) fuel line/routing to incorporate a fuel flow transducer as part of the fuel flow indicating system. With fuel leakage, there is a potential for a fire in the engine compartment due to high-pressure fuel spraying on hot engine components. To date, there have been no fires or incidents caused by this condition.

Recommendation

To prevent potential fuel leakage that can cause a fire in the aircraft engine compartment, we highly recommend that you *correctly* incorporate the Shadin Company, Inc., STC SE1123GL and/or SH1122GL fuel flow indicating system modifications. We also recommend that you periodically inspect the engine high-pressure fuel lines for chafing or other damage.

Refer to Shadin Company, Inc. Service Bulletin SB05-02-001, Rev.-, dated May 5, 2002 and Pratt & Whitney Canada Service Information Letter (S.I.L.) NO. PT6T-040, issued February 20, 2002, for detailed information on how and where to inspect. We recommend that you perform routine maintenance/inspections at intervals, not to exceed 150 hours between inspections.

For Further Information Contact

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